

Mails.

NORDDEUTSCHER LLOYD.
BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STREAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN	"KLEIST" Capt. O. Fahnke	WEDNESDAY, 23rd July, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GORDEN" Capt. B. Wilhelm	About WEDNESDAY, 28th July.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MEL- BOURNE	"COBLENZ" Capt. H. Raeger	FRIDAY, 13th August, 10 A.M.
KUDAT and SANDAKAN	"BORMIO" Capt. F. Sembill	Beginning of August.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 17th July, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STREAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	19th July, P.M.
MARSHILLES, VIA PORTS	ARMAND BEHIC	Lafont	20th July, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOMKIN	Charbonnel	22nd Aug., P.M.
MARSHILLES, VIA PORTS	CALEDONNIEN	Cazanova	3rd Aug., at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £21.10, 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 13th July, 1900.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STREAMERS BETWEEN HONGKONG, CANTON AND
KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line
Departure from Hongkong at 4 P.M. (Saturdays excepted).

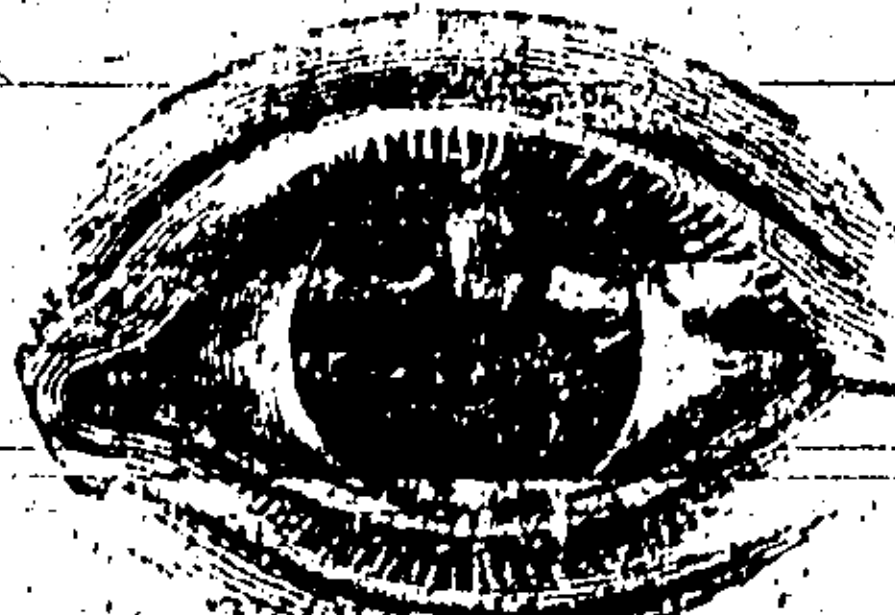
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light
and Fans and were specially built for this trade. Excellent cuisine.The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite
Shameen.For further particulars, please apply to the COMPANY'S OFFICE at Shameen, Canton,
or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1900.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON,

CALCUTTA,

SHANGHAI,

5, John Street, Bedford Row, W.C.

19, Becliff Street

56, Nanjing Road.

Hongkong, 9th March 1900.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Docking,
and repairing Vessels and Machinery of every description.The plant and tools are of recent patterns for dealing quickly and cheaply with work
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 40 tons.Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.Tenders will be made up when required and the workmanship and material will be
guaranteed.The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.A large mooring basin is available alongside our own works for mooring vessels whilst
under repairs.

Telephone: Nos. 876, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Sootta,

A. 1, and Watkins.

Yokohama, April 28th, 1900.

For Sale.

FOR SALE.

A RICKSHAW with BICYCLE RUBBER
TYRED WHEELS in Good Condition.

Apply to—

S. D. SETNA,
No. 6, Des Vaux Road.
Hongkong, 21st June, 1900. [497]

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing
the Harbour from about October, at
present in occupation of Messrs. Jardine,
Matheson & Co., Ltd.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 3rd June, 1900. [463]

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG
ROAD.

Apply to—

HONGKONG & KOWLOON LAND
& LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 9th March, 1900. [248]

TO LET.

NOS. 1 & 3 MORRISON HILL, also
OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON
& CO., LTD.
Hongkong, 29th May, 1900. [408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD,
3rd Floor.No. 3 CLIFTON GARDENS, CONDUIT
ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD.

A HOUSE in RIFOR TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE
BUILDINGS, and No. 106, DES VEAUX
ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VEAUX ROAD CENTRAL,
1st Floor.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st June, 1900. [51]

TO LET.

OFFICES and ROOMS on the 1st and 2nd
Floors of No. 14, Des Vaux Road
Central (formerly occupied by Messrs. Shawan,
Tomes & Co.). Rents low.

Apply to—

THE COMPTON DEPARTMENT,
K. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 24th February, 1900. [188]

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 2nd June, 1900. [50]

For Sale.

FOR SALE.

BEST FIRE-PROOF SAFES, with
SHIFTS KEYS, Manufactured by The
GODFREY and BOYCE MANUFACTURING CO. of
Bombay. One Safe 5 feet by 3 feet 8 1/2 in. by 2
feet 6 in. 2 Safes each 2 feet 1 in. by 2 feet 7 in.
by 2 feet.Also a few large PADLOCKS for Godowns
of the same Make.Also one OLIVER TYPEWRITER in
good condition.

Apply to—

PHIROZSHA B. PETIT & Co.,
6, Des Vaux Road.
Hongkong, 5th July, 1900. [517]

FOR SALE.

"ADLER"
TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1900 Model No. 7
with the latest improvement, the
lightest touch, the strongest and the
best ever produced.We sell our Adler under our
guaranteed terms.A few lines will bring the Adler
to your office free trial.We sell various makes of second-
hand Typewriters

AND

Bent out by day or week.

REPAIR IS OUR SPECIALITY.

DRAGON CYCLE
DEPOT,

38-36, Des Vaux Road, Central,

Hongkong.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

14, D'AGUILAR STREET,

HONGKONG.

Hongkong, 1st September, 1900. [54]

THE CHIRIANG RAILWAY.

The British loan to the above line threatens
to become the source of another dispute be-
tween the provincial gentry of Chikiang, and
the Peking Government. In the minds of out-
siders there must have been misunderstanding,
mismanagement, or misrepresentation in some
quarters. We reported on June 6, at later dates
also, the request of the Railway Companies to
the Yuchanpu to cancel the Regulations for
the deposit of the loan, on the ground that the
Companies had been unable to receive the
amounts due on certain dates in accordance
with the Regulations.The Ministry recently replied to the effect
that the agreement it made with the British
Corporation could not be cancelled, as it was
ratified by the Throne, and that it was binding
on the Companies by implication. It made no
mention of the Regulations which the com-
panies recognize as binding between them and
the Ministry. This reply ignores the fact that
the companies recognize as binding only the
Regulations for the deposit of the loan made
between them and the Ministry, while the
Ministry wishes its agreement with the Cor-
poration to be observed by the companies.This, perhaps, further tends to explain Mr.
Yang, Ting-tun's letter in which he declared
that the Agreement concluded by the Ministry
with the foreign syndicate was not binding on
the Company, a letter which has not been
challenged by the Yuchanpu.Native reports state that steps are being
taken in Kashi by interested parties to unite
with the Ningpo and Shaohsing shareholders
to urge that the amount still due on the railway
shares be paid up in order to strengthen the
Company's hands in refusing to use the loan.
It is also proposed to endeavour to retain in
office Director Tang and Vice-Director Liu,
whose resignations some time ago caused
much agitation.—N. C. D. News.

LABOUR TROUBLES IN JAPAN.

STRIKE OF SPINNING OPERATIVES.

On the night of the 4th instant, forty female
operatives of the Harima Spinning Company,
employed at Himelji, went on strike. It ap-
pears that the company, owing to business
reasons, dismissed an assistant of the overseer,
named Kawajiri. This overseer has been in
the company's employment for twelve years,
and is greatly respected and liked by both the
operatives under him and by the board of
directors. The dismissal of his assistant had
the effect of largely adding to his responsi-
bilities, so he applied for a corresponding in-
crease of salary. This application was refused;
whereupon Kawajiri sent in his resignation.
Learning of this, Shifune Kane and Ann Hana
the heads of a department of forty operatives,
proposed to follow the example of the over-
seer, and the forty operatives went on strike in
sympathy.Mr. Kawamoto, the manager of the company,
and the police have advised the strikers to re-
sume their work. The two head female opera-
tives have been dismissed, but the other opera-
tives are as yet showing no sign of heeding the
official advice to resume work, and the agitation
appears likely to spread among the employees.
—Japan Chronicle.

Intimations.

THE HONGKONG ELECTRIC CO., LD.

NOTICE

NOTICE is hereby given that THREE
SHARE CERTIFICATES for the
following Thirteen Shares Numbered 23504, 17296/17299,
17358/359, 17719/17721, 19154/19157, and 21937/21938 in the
above named company standing in the name of JOAO ANTONIO
DA LUZ (deceased) have been LOST, and should the same not be
produced within a fortnight a new Certificate for the same shares
will be issued in favour of the said JOAO ANTONIO DA LUZ
(deceased) and the original Certificates will be declared by this
Company as null and void.

GIBB, LIVINGSTON & Co.,

Agents,

HONGKONG ELECTRIC CO., LTD.

Hongkong, 12th July, 1900. [530]

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

Per Bot.

XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE

Sole Agent.

Hongkong, 30th April, 1900. [40]

AN APPEAL.

THE SUPERBNESS of the ITALIAN
CONVENT, CAVE ROAD, have most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state
that she will be pleased to receive orders for
all kinds of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.Ladies and Children's Under-clothing, Child-
ren's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.The Superbness will also be most grateful
for any PAPERS, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Intimations.



Colonial Secretary's Department.

No. 401.

HONGKONG OPIUM FARM.

NOTICE is hereby given that SEALED
TENDERS will be received at the
Colonial Secretary's Office, Hongkong, till
Noon on TUESDAY, the 31st day of August,
1900, for the purchase of the privileges known
as the Opium Farm established under "The
Prepared Opium Ordinance, 1891-1900," that
is to say, the sole privilege of preparing Opium
and of selling, within the Colony, (including
the New Territories), Opium so prepared,
inclusive of the privilege of collecting drose
and of preparing and dealing in Dross Opium,
for three years from the 1st of March, 1901.Full information as to conditions of tender-
ing, &c., can be obtained from the Colonial
Treasurer, and the conditions of tendering and
form of grant have been published in Govern-
ment Gazette as Notification No. 401 of the
2nd July, 1900.

A. M. THOMSON,

Colonial Secretary.

2nd July, 1900.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORENo. 39, DES VEAUX ROAD CENTRAL.
The only Shop in Hongkong with this name.WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.Have been patronised by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co., Firms and other
leading Establishments in the Colony, to
whom reference can be made as to the
Superior Workmanship and Materials of the
Furniture, &c., supplied.Messrs. A. S. Watson & Co., Ltd., write as
follows:—"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction." (Sd.) A. S. WATSON & Co.,

25th May, 1891.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 4th August, 1900. [42]

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and God-
down Company, Limited, Kowloon, whence
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 22nd of July, will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, when they will be
examined on the 22nd of July, at 9.30 A.M.All claims must reach us before the 26th
of July, 1900, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
underrated.

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

General Agents.

Hongkong, 15th July, 1900. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SYRIA,"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 11th inst., at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No claims will be admitted after the goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 14th July, 1900. [4]

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC"

FROM YACOWA, VANCOUVER, YOKO-

HAMA, KOBE, MOJI and MANILA.

The above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-signa-
ture and to take immediate delivery of their
Goods from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO. LIMITED,

Agents.

Hongkong, 13th July, 1900. [10]

Intimation.

Powell's
Furnishing
Department

is now replete with an entirely new collection of

BEDROOM
SUITES

of the well known "POWELL" quality in solid teakwood, embracing a wide range of designs to suit the modest home or the mansion, at prices varying from

\$140 to \$325.

A visit to our showrooms, will convince intending purchasers, that the solid and durable construction of these suites is attained without detracting from the artistic appearance, which we claim is a special feature of the "POWELL" productions.

We are keeping well up with the times, with regard to the new systems of

MODERN
OFFICE
FITTINGS

and have now in our showrooms, a selection of the newest styles in

SECTIONAL
BOOKCASES

AND

FILING
CABINETS

on the vertical Sectional System, allowing any number of sections to be built upwards or at the side, as further filing space becomes necessary.

QUOTATIONS gladly and promptly given for any description of OFFICE FURNITURE and FITTINGS.

POWELL'S
(FIRST FLOOR)
ALEXANDRA
BUILDINGS.

28, Queen's Road.
Hongkong, 19th July 1909.

THE FLOODS.

A VALE OF TEARS.

A correspondent at Wuhu writes:—The rate at which the Yangtze is rising spells widespread disaster throughout the Valley. The writer is more particularly acquainted with the regions in the Province of Anhui but in a valley like the Yangtze it is easy to deduce that other regions are in like plight. The islands in the river above Teikang are only recognisable by a few trees and the roofs of a few huts on raised ground sticking out of the water. As this is often the case with these islands it may not seem to those who pass in ships that there is anything exceptional this year owing to the fact that once the land disappears every foot extra is not so apparent to the passer-by. This year the extra rise is very significant as a considerable rise above the level of the ground on these islands means the threatening of the flood barriers on the mainland. These are not only threatened but already many of them have been carried away, particularly on the North bank of the river. There is now no barrier to separate the mighty river from the foot of the Ngo Mountains. The 40 ft barrier to the south of the Williams Channel is threatened should the river rise another three inches, which is not only highly probable but a certainty. This barrier known as the Chen Feng-wei protects a vast rice area; when the barrier goes the rice goes with it. Many square miles of rice land has become the temporary bed of the river at what is commonly called the Lao Wan bend. The people from these areas seeing that inevitable devastation was bound to come upon this land collected their chickens, ducks and geese as well as their pigs, and sold them in Wuhu at a fraction of the normal price; and now they have nothing to fall back upon so that the region is a vale of tears likely to become more so as the floods increase. In the uplands the crops are safe and are doing well but now much of the lower Yangtze valley is a plain. The price of last year's rice is disastrously high being in the heart of the rice producing country \$1.00 for a 100 lb bag as against last year's 2 to 8 in the same areas at the same period of the year. We hear of drought in the North, flood in the south, and now come the ever-swelling floods in the Yangtze. The prospect for the immediate future is bad, but that for the winter and the spring of next year is infinitely worse.

CONSERVANCY PROBLEMS.

What are the officials going to do? How are they going to alleviate the distress and stave off possible riot and insurrection in the spring? They have not the money to do anything themselves and they do not want foreign money in the only legitimate way it should be given, namely for extensive works directed towards protection from future floods and for the opening up of new means of communication, whereby products might be rapidly moved to distressed areas. No subscription should be got up which had for its sole object the immediate relief of distress. The floods in the Yangtze are of too frequent occurrence for such remedies which are no remedies. The whole question of these floods should be gone into and a plan drawn up and submitted to the Central Government for approval, with the offers of support from charitable bodies or others. One thing that must be borne in upon the official mind is that in the long run it does not pay to remove and thereby lower the surface of the land in order to raise the land barriers but rather is this courting further and greater disaster. What is required is the deepening of the rivers and creeks and with the mud taken therefrom raise as much of the land in the vicinity above the flood level as it is possible to do with the material. This will form in itself a broad flood barrier which can be cultivated while the deepened rivers and creeks would form some slight reservoir for the surplus waters which produce floods. In no country in the world is this question of flood conservancy more important than in China and in no country is it less scientifically attended to. The land has been lowered to raise the banks so that the bed of the rivers were ultimately on a higher level than the country through which they ran. This came about through spasmodic attempts at repair without a systematic and thorough study of the whole question. Any study of the Yangtze floods must involve a thorough examination of the big lakes in the valley which should not only be made big reservoirs for catching the surplus waters but navigable waterways. Any scheme so great might frighten the officials, by its initial cost. But where is the need of timidity? The money would be spent upon coolies requiring assistance to keep them from starvation and possible riot, and furthermore the work would be a profitable one. Tonnage dues on the improved waterways in the populous areas in which these lakes lie would be a new and paying source of revenue for the government; while the sale of mud to raise the surrounding lands about the normal flood limits would certainly reduce the cost of the work. Now as the preliminary work would be done in the winter when the water was at its lowest no dredging machinery would be required other than light railway and tubs for the coolies would do the excavating. The work advanced and the officials saw there was a chance of its being a remunerative undertaking there can be little doubt but that they would see to its ultimate carrying through, with requisite machinery, particularly when they saw that the rice land from which so much of the country's revenue is derived was being won back from the floods. Some permanent work on an small nature must be taken in hand for this "Vale of tears."

IN THE YANGTZE ESTUARY.
Our correspondent at Huchow, writing on July 5, says:

The longest, coldest, most disagreeable, most destructive Wang-mei (mist) season known for many years is now occupying everybody's attention in Huchow. It has been marked by exceedingly heavy rains causing overflowing canals and floods everywhere. All streets

along canals and many others are impassable, the water varying from one to three feet in depth. The flood, moreover, has invaded many houses causing great inconvenience and much distress. Not only so, but many of the mud houses of the poorer people, being undermined by the water, have fallen.

The farmers who for ten days have been working frantically pumping the water from their fields have now practically given up the struggle and resigned themselves to the loss of their rice crop. The price of rice has already advanced a dollar a picul and may go higher. Whether it will be possible again to set out a crop depends upon the termination of the wet weather. Even if possible a low yield must be reckoned upon.

It is now thirty-two days since the rains began and it is still raining. Launch communication with Shanghai has been discontinued, the last launch reaching here June 29, after running a westerly of inland farmers, who, alleging that the launches caused an added overflow of water into their already flooded fields, collected on bridges and hurled down heavy stones at the launches to compel them to stop running. One launch arriving early in the morning got through, as but few farmers were out; the rest were forced to stop. It probably will be at least two weeks before the waters will subside enough for the launches to be allowed to pass.

Meanwhile we have had no mail and know nothing of the world beyond our horizon.

It is said that an effort is being made to send mail to Shanghai via Haogchow, whether successfully or not is not known.—Shanghai Times

Intimations.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that THE PARAFFINE PAINT CO., carrying on business at the City of San Francisco, State of California, United States of America, have, on the 7th day of June, 1909, applied for the registration in Hongkong, in the Register of Trade Marks of the following Trade Mark:—



in the name of THE PARAFFINE PAINT CO., who claim to be the proprietors thereof. The Trade Mark has been used by the applicants since the month of August, 1905, in respect of the following goods:—

PROTECTING COMPOSITION, BUILDING AND ROOFING MATERIALS, DAMP COURSE AND BUILDING PAPERS IN CLASS 17.

Dated the 18th day of June, 1909.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
8, Des Voeux Road Central,
Hongkong.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that GILLETTE SAFETY RAZOR CO., carrying on business at First, Second and Colton Streets in the City of Boston, State of Massachusetts, United States of America, have, on the 15th day of May, 1909, applied for the registration in Hongkong, in the Register of Trade Marks of the following Trade Mark:—



in the name of GILLETTE SAFETY RAZOR CO., who claim to be the proprietors thereof. The Trade Mark has been used by the Applicants since the 16th day of May, 1908, in respect of the following goods:—

SAFETY RAZORS, RAZOR BLADES, SAFETY RAZORS AND CORN KNIVES OR RAZORS IN CLASS 12.

Dated the 18th day of June, 1909.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
8, Des Voeux Road Central,
Hongkong.

PARA VENDA.

GRANDE sortimento de LIVROS de MISSA em Portuguez, encadernados em lindas capas de phantasia e de diversas cores.

Preços modicos.

Dirija-se a

GRACA & CO.,

27, Des Voeux Road.
Hongkong, 8 Junho de 1909.



is quite distinct from any other. It possesses the remarkable property of rendering milk, with which it is mixed when used, quite easy of digestion by children, invalids and convalescents.

Benger's Food is sold in Cans by Chemists, etc., everywhere.

Auction.

PUBLIC AUCTION.

THE Underigned will sell by PUBLIC AUCTION,

on

WEDNESDAY,

the 21st July, 1909, at 2.30 P.M., at their Sales Rooms, No 8, Des Voeux Road, corner of Ice House Street,

HIGH CLASS IRISH GOODS.

Comprising:—

TURKISH TOWELS, BROWN LINEN TOWELS, BATH TOWELS, DOUBLE DAMASK TABLE CLOTHS and SERVIETTES, WHITE and CREAM LACE CURTAINS, WITNEY BLANKETS, IRISH HAND-EMBROIDERED BEDSPREADS, PILLOW CASES, TEA and SUPPER CLOTHS, LADIES' and GENTS' LINEN HANDKERCHIEFS, LADIES' UNDER-SKIRTS, SKIRTS, CHEMISES, NIGHT-DRESSES, &c., &c.

ALSO

A few lots of YAMATOYA CREPE SHIRTS.

On view on Tuesday, p.m.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 17th July, 1909. [540]

HONGKONG AVERAGE MARKET PRICES.

Corrected 16th July, 200 cts. per \$ Max.

BUTCHER MEAT.

	Cents.
Beef, sirloin & prime cut—Mei Lung Pa	20
" Corned—Ham Ngau Yuk	20
" Roast—Shiu	20
" Breast—Ngau Lam	18
" Soup, Tong Yuk	15
" Steak—Ngau Yuk Pa	20
" Sirloin—Ngau Lau	30
" Sausages—Ngau Yuk Chuan	26
Bullock's Brains—Know	per set
" Tongue fresh—Ngau Li	each
" Corned—Ham Ngau Li	60
" Head—Ngau Tau	80
" Heart—Ngau Sam	per lb
" Hump, Salt—Ngau Kin	18
" Feet—Ngau Kook	each
" Kidneys—Ngau Yiu	8
" Tail—Ngau Mei	18
" Liver—Ngau Gon	12
" Tripe (unadressed)—Ngau To	6
Calves' Head and Feet—Ngau-chai-tau-kook	set \$1.00
Mutton Chop—Young Pal Kwat	22
" Leg—Young Poi	22
" Shoulder—Young Shau	22
Pigs' Chittlings—Chi chong	20
" Brains—Chi Kook	per set
" Feet—Chi Kook	12
" Fry—Chi Chak	15
" Head—Chi Tau	18
" Heart—Chi Sam	each
" Kidneys—Chi Yiu	18
" Liver—Chi Koon	30
" Pork, Chop—Chi Pal Kwat	21
" Corned—Ham Chai Yuk	18
" Leg—Chi Poi	14
" Fat or Lard—Chi Yau	18
Sheep's Head and Feet—Young Tau	10
" Kook	50
" Heart—Young Sam	each
" Kidneys—Young Yiu	9
" Liver—Young Gon	14
Sucking Pigs, To Order—Chi Chai	22
Suet Beef—Sang Ngau Yau	20
" Mutton—Sang Young Yau	20
" Veal—Ngau Chai Yuk	20
" Sausages—Ngau Chai Yuk Tong	20

POULTRY.

	Cents.
Chicken—Kai Chai	30
Capons, Large, Small—Sin Kai	20
Ducks—Ayo	22
Doves—Pan Kan	each
Eggs, Hen—Kai Tau	per doz.
Fowls, Canton—Kai	34
" Hainan—Hoi Nam Kai	30
Geese—Ngo	20
Geese, Wild Shanghai—Sheung Hoi Ye	20
" Ngo	18
Musk Deer—Wong Keng	each
Hare—Ta Chai	—
Partridge—Che Khoo	each
Pheasant—Shan Kai	pair
Pigeons, Canton—Pak Kuo	each
" Holchow—Holchow Pak Kuo	26
Quail—Um Chien	—
Rice Birds—Wo Fa Chien	dozen
Salpe—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	per lb
" Hen—Na	50
Wild Ducks, Shanghai, Sol-ap	pair
Teal, Shanghai, Sol ap Chai	—
Wild Ducks Canton—Sang Shing Sol	Ap

FISH.

	Cents.
Barbel—Ka Yu	12
Bream—Bin Yu	17
Canton Fresh Water Fish—Hoi Sin Yu	18
Carp—Li Yu	24
Catfish—Chik Yu	22
Codfish—Mun Yu	18
Crabs—Hal	16
Little Fish—Mok Yu	16
Oab—Sa Mang Yu	18
Oace—Wong Mei Lun	12
Oog Fish—Titi Ta Sa	10
Reis, Gouger—Hal Man Yu	17
" Fresh water—Tam Sol Yu	18
" Yellow—Wong Sin	22
Frogs—Tien Kai	38
Gardoups—Sak Pan	50
Gudgous—Pak Kuo Yu	50
Herrings—Tao Pak	22
Halibut—Chung Kwan Yu	22
Labrus—Wong Fa Yu	22
Loach—Wu Yu	28
Lobsters—Lung Ha	28
Mockers—Chi Yu	28
Monkey Fish—Men Yu	28
Mullet—Chai Yu	28
Oysters—Sang Hoo	24
Parrotfish—Kai Kung Yu	18
Pearl—Tan Loo	10
Pike—Fa Yu Fong	10
Plaice—Pan Yu	22
Pomfret, Black—Hak Chong	22
Pomfret, White—Pak Chong	22
Pomfret, Ming Ha	22
Ray—Pai Pa Sa	18
Rock Fish—Sak Kan Kung	18
Roach—Chun Yu	18
Salmou, (Green), fresh water—Ma Yu	18

Shark—Sa Yu.

	Cents.
Shark—Sa Yu	10
Skate—Fo Yu	12
Shrimps—Ha	28
Snapper—Lap Yu	28
Soles—Tat Sa Yu	28
Tench—Wan Yu	28
Turbot—Cho Hoi Yu	28
Turtles, small, fresh water—Kook Yu	60
White Bait—Ngau Yu Chai	—

FRUITS.

	Cents.
Almond—Hung Yan	30
Apples, (California)—Kam San Ping	—
" (Chafoo)—Tiu Chuu Ping	—
" (Koo)—Tiu Chuu Ping	—
" Small—Hoi Tong	—
" Unstard—Fan Lai Chai	each
Bananas, fragrant, Canton—Sang Sheng	—
" (brides), Macao—Sang Sheng Chai	—
Chestnuts, Chinese—Fong Lut	14
Carambols—Young Tau	15
Coconuts—Yeh Tai	each
Grapes—Sin Tai Tai	24
Lemons, China—Ning Moong	15
" Amer.—Kum Sad Ning Moong	10
Lichess, Small—Lai Chai Chai	28
" Fresh, Lai Chai	20
Limes, (Sageon)—Sai Kung Ning	15
" Moong	15
Mango, Manila—Lui Sung Moong	10
Mango, Saigon—Sai Kung Moong	10
Mangosteens, San Chuk Tai per 100	\$1.40
Oranges, Tim Chang	45
" Small—Tai Kut	each
" Mandarin—Tim Kut	—
Olives—Pak Lam	8
Papaya, Fruit	each
Pears, (American)—Kam San Shui Li	8
" (Canton), Cooking—Sa Li	3
" (Shanghai)—Sheung Hoi Li	12
Peanuts—Fa Sang	10
Persimmons, Large—Hung Chai	—
Pine-apples, 1st quality—Sheung Poon	—
" 2nd quality—Sheung Poon	12
" and cooking—Chung-tang	—
Paw-law	—
Platane—Tai Chai	3
Plums, Swatow—Hung Lai	8
Pumelo, Slam—Chim Lo Yau	each
Walnuts, Hop Tau	12
" Green—Sang Hop Tau	—
Shanghai Lo Kwat	—

VEGETABLES, &c.

	Cents.
Artichokes, Shanghai—Sheung Hoi Ah	10
Chai Chai	—
Beans, (French) Macao—Oh Moon Pin	14
" Tau	—
Beans, (French), Shanghai—Sheung Hoi	—
" Piu Tau	—
Beans, Sprout—Ah Chai	2
Beans, Long—Tau Kok	8
Beet Root—Hung Choi Tau	each
Brijals, Green—Chang Yuen Ker	4
Brijals, Red—Hung Ker	4
Brassica—Pak Chai	5
Bamboo Shoots—Chook Shan	10
Cabbage, Chinese, com.—Kai Choy	4
Cabbage, Red—Kai Lan Tau	each
Cabbage, (Shanghai)—Yeh Choi	14
Cane Shoots, bunch—Kau Shan	5
Cailliflower, Large size—Tai Yeh Chai	—
" Fa	—
Cailliflower, Medium size—Cheung Yeh	—
Choi-fa	—
Cailliflower, Small size—Sai Yeh Choi-fa	—
Carrots—Kam Shan	6
Celery, Chinese—Tung Kan Choy	5
Celery, English—Young Kan Chai	—
Celery, White—Pak Young Kan Chai	—
Chillies, Dried—Oon Lat Chai	5
" Red—Hung Fa	5
" Green—Chang Lat Chai	5
Curry Stuff, English—Ka Lee Choi Liu	5
Cucumbers—Cheng Kwa	2
Edible Squash—Fa Kwa	8
Garlic—Sung Tau	8
Ginger, young—Sung Tau Kung	5
" old—Lo Kung	5
Horseradish, Shanghai—Lik Kan	30
Indian Corn—Suk Mal	4
Lettuce—Young Sang Chai	each
Water Chestnuts—Ma Tai	7
" Mandarin—Kwai Lun Ma Tai	8
Musk Melon	25
Mushrooms, Fresh—Sang Cho Khe	45
Onions, Bombay—Young Chung Tau	8
" Green—Sang Chung	4
" Shai—Sheung Hoi Chung Tau	5
" Japan—Yat Poon	—
Okra—Mo Kar	18
Parsley, English—Young Un Sai	30
Green Peas—Cheng Tau	—
Potatoes, Sweet—Fan Shu	2
" Shanghai—Sheung Hoi Shu	—
" Tai	—
" Japan—Yat Poon Shu Tai	3
" American—Fa Ki	—
" Poonch—Pak Chai Shu Tai	3
" Macao—Oh Moon	—
Pumpkin—Tung Kwa	—
Radish—Hung Lo Pak Tai	3
Shallots	—
Shallots—Chun Chai	7
Spinage (Chinese)—Pan Chai	—
Spinage—Yin Chai	—
Tomatoes—Fan Kai	9
Taro—Yin Tai	—
Turnip, Pui-ti (Long)—Low Pak	3
" English—Young Low Pak	—
Vegetable Marrow—Chit Kwa	—
Water Chestnuts—Sai Young Chai	—
" Canton—Lau Kwa	—
" Lili Root—Liu Ngau	6
Yam—Pai Chai	—

Intimation.

A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.
LIME FRUIT CHAM-
PAGNE.
ORANGE CHAMPAGNE.
STONE GINGER BEER.

PALATABLE
AND
REFRESHING.Watson's
FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.
Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, The House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any reflected MR., nor to return any Contributions.

SUBSCRIPTION RATES (IN ADVANCE)
DAILY—\$86 per annum
WEEKLY—\$13 per annum
The rate per quarter and per month, proportionate.
Subscriptions for any period less than one month
will be charged as for a full month.
The daily issue is delivered free when the address is
accessible to messenger. Peak subscribers can have
their copies delivered at their residences without
any extra charge. On copies sent by post an
additional \$1.00 per quarter is charged for postage.
The postage on the weekly issue to any part of the world
is 30 cents per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-
five cents (for cash only).

BIRTHS.

On July 12, 1909, at Shanghai, to Mr. and
Mrs. R. W. MACCABE, a daughter (Norah
Acheson).

On July 14, 1909, at Shanghai, to Mr. and
Mrs. C. FRISCHEN, a daughter.

On July 15, 1909, at Shanghai, to Mr. and
Mrs. JOHN W. MOSS, a daughter.

DEATHS.

On May 28, 1909, at Twickenham, England,
EVA A. L., the wife of J. G. Barkley, of 51,
Drayton Gardens, S. W.

On June 14, 1909, at Trisfield, Branksome
Park, Bournemouth, England, ANNIE LOOMIS,
beloved wife of J. H. Hunt, Commissioner of
Chinese Imperial Customs (retired).

On July 11, 1909, at Shanghai, "ROSA,"
widow of the late Chun Hoo Lay-kum of
Hongkong and Melbourne.

On July 15, 1909, at Shanghai, ROBERT
BUTLAND, aged 6 years and 11 months.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 19, 1909.

RESTRICTIONS AGAINST
HONGKONG SHIPPING.

Shanghai has taken umbrage at the
suggestion that the authorities there have
become imbued with the idea that plague
is epidemic in Hongkong every year that
they have fallen into the habit of passing
restrictive quarantine regulations against ves-
sels arriving at the Northern port quite as a
matter of course. If we are to accept at
its full value the statement of the *North
China Daily News*, which has constituted
itself the champion of the Settlement,
we arrive at the conclusion that not
only have the medical and municipal
authorities of Shanghai treated Hongkong

with unwonted leniency but have actually
differentiated in our favour so far as to ac-
cord us what may be described as preferential
treatment. It is not given to most men
to understand the working of the human
mind and we therefore refrain from any at-
tempt to discover by what process of reason-
ing our contemporary is led to believe that
plague in Hongkong is increasing and that
therefore the precautions which have been
taken at Shanghai to guard against the infec-
tion of that port are merely adequate and
"less severe than those imposed by other
ports." Will it surprise our neighbour to the
North to learn on the authority of the Medical
Officer of Health for Hongkong that the total
number of cases of plague which have been
reported since the beginning of the year has
been 126, that nine-tenths of the cases
have come from the interior and villages on
the mainland, and that the average is not
one per diem? Does such a record warrant
special precautions being taken against
Hongkong at this early stage, when such a
thing as an epidemic is not merely a fallacy
but a travesty of the facts? As well might
Hongkong build up a cordon against Manila,
because a few cases of cholera have been
reported from the interior of the Philippines
and successfully stamped out, although
sporadic outbreaks may occasionally be
reported from outlying districts which are
beyond direct Government control. We do
not deny that Shanghai has a perfect
right to take such steps as may be deemed
necessary to prevent the importation of
Hongkong's bugbear, and indeed it is no
less in her own interest than in ours that she
should maintain the health and purity of
the Settlement, for the intercommunication
between the two ports is so constant and
sustained that in matters hygienic that which
affects the one may well affect the other,
but what we do suggest is that there should
be some neighbourly feeling and sympathy
in respect of the afflictions which befall
each other. And it should not be the in-
stant desire on the part of either to clap
on restrictive regulations before the real
conditions can be thoroughly understood.
The *North China Daily News* says: "It is
difficult to see how great inconvenience
and loss are annually endured by Hongkong
shipping owing to the quarantine regulations
at this port. No irritating restrictions are
enforced; one never hears of a ship, perhaps
with European passengers on board, being
detained for one or two weeks. The vessel
may sometimes have to wait an hour or two
for the doctor, but the duration of his
inspection is short. Should there be any
really suspicious case on board the sus-
pect would be removed and everything
would be done with a view to obviating
any unnecessary delay or inconvenience.
The restriction of trade extends to corpses,
soil, plants with soil, old rags and the
like, and the prohibition in the importation
of such freight, while of the greatest im-
portance from a hygienic point of view, can
affect but few, financially. Hongkong, it is
true, has had to submit to this declaration
for many years past and no doubt she is
anxious to have it removed, but there is
plague in Hongkong and the number of cases
is reported to be increasing. The fact that
the number of cases is comparatively small
may minimize the danger very much,
especially in the eyes of Hongkong people,
but to us a danger remains. Shanghai is
entitled to take adequate precautions, but
the suggestion that these restrictions are im-
posed against Hongkong merely as a matter
of habit is entirely without foundation in
fact." That is the Shanghai point of view.
All that Hongkong asks for is fair play and
a fair hearing when the actual conditions
prevailing in the Colony are set before our
neighbours in the North.

LOCAL AND GENERAL.

THE rainy season has begun in Manchuria.

IN consequence of Japan having undertaken to
control judicial affairs the Korean Ministry of
Justice has been abolished.

THE directors of the Shanghai Waterworks Co.,
Ltd., have declared an interim dividend of 15/6
per share for the half year ended June 30, 1909.

IT is stated in a Seoul dispatch that since 1876,
when the Daiichi Ginco, of Tokyo, opened its
business in Korea, the bank has made a net
profit of ¥2,800,000 from its Korean business.

THE "depression" at the Police Court still con-
tinues. Of all the cases gathered during the
last forty-eight hours, and which were decided
this morning, there was not one of any public
interest.

THERE were only two cases set down on the
calendar for this month's Criminal Sessions,
which opened at the Supreme Court, this
morning, and they were concluded before the
tiffin hour.

THE Chinese Engineering and Mining Co., Ltd.,
kindly informs us that the total output of the
Company's three mines for the week ended
July 3, 1909, amounted to 28,245.60 tons and
the sales during that period to 27,060.45 tons.

THEIR Excellencies General Sir Joachim
Michaud, K.C.M.G., and Ko Yu-him and their
suites have accepted the invitation to attend
the distribution of prizes at the Italian Con-
vivial to-morrow at 6 p.m. H.E. the Governor will
preside at the function.

Ship-building Com-
petition.

LAUNCHES FOR MANILA.

SHANGHAI AGAIN THE LOWEST BIDDERS.

[From Our Own Correspondent.]

Manila, 16th July.
Following their recent success in securing
the award of the contract for repairing the
U. S. Transport *Warren*, the Shanghai
Dock and Engineering Co., Ltd., have put in
the lowest proposal for building six launches
for the Chief Quartermaster's Department.
Tenders were opened on the morning of the
15th inst., at the U. S. Military Department in
Manila. Before detailing each the following
statement will show the relative merit, in point
of price, of each of the competing firms' tenders:
Shanghai Dock and Engineering
Co., Ltd., \$74,700 (gold)
Hongkong and Whampoa Dock
Co., Ltd., \$86,441 (gold)
Taikoo Dockyard and Engineer-
ing Co. of Hongkong, Ltd., \$88,725 (gold)
Riley, Hargraves and Co., of
Singapore, \$93,500 (gold)
For these small craft, it will be seen from
the above comparative figures that Singapore
is again penalized in favour of the China build-
ers, in view of the greater risk the Southern
colony has to accept and bigger fuel bill in
sending the launches down to Manila when
completed. In this respect credit must be
given to the Shanghai Dock for underbidding
the Hongkong yards.

In detail the tenders were as follows:—
Shanghai Dock and Engineering Company,
Ltd., one launch 90 feet, \$15,600 gold; two
launches \$31,200; three launches \$46,800; one
launch 65 feet, \$9,300 two launches \$18,600;
three launches \$27,900.

Hongkong and Whampoa Dock Company,
Ltd., Messrs. Findlay and Company, agents:
Each launch 85 feet in length \$17,973 gold
each; two launches \$35,748; three launches
\$53,494; one 60-foot launch \$11,056; two launch-
es \$22,071; three launches \$32,917.

Messrs. Castle Bros. Wolf and Sons, repre-
senting Taikoo Dockyard and Engineering
Company of Hongkong, Ltd., each of two
launches 90 feet, \$19,120 gold; each of three
launches 90 feet, \$57,360; each of two launch-
es 60 feet, \$10,640; each of three launches 60 feet,
\$15,975.

Messrs. Riley Hargraves and Company,
Singapore, one launch both sizes each \$32,560
gold, two of both sizes; two launches both sizes
\$53,150 each size; three launches both sizes
\$79,500 each size.

The four tenders are all now under consider-
ation and Colonel Bingham has not yet made
his award. It is almost a foregone conclusion
that Shanghai will again be successful. If they
manage to carry off this contract they will have
secured two of an aggregate value of nearly
\$300,000 (Mex.) in round figures, within the
month.

FISHING BOAT PIRATED.

TRIAL OF ALLEGED PIRATES.

The second case to be heard at the Criminal
Sessions, this morning, was against two boat-
men—To Yee and Chan Kam Tai—who were
charged with committing armed robbery within
the waters of this Colony during the middle of
last month.

Sir Francis Piggott (Chief Justice) presided,
and the same juryman as in the first case
were called. Sir Henry Berkeley, K.C., (Acting
Attorney-General), who was instructed by Mr.
H. L. Denny, jun., of Messrs. Denny and
Bowley, appeared for the Crown. The prisoners,
who were undefended, pleaded not guilty to the
charge.

Sir Henry stated that in this case the
prisoners, who were accompanied
by others, were charged with robbing the
prosecutor of his fishing-boat, \$10 in coin, and
a bag of salt. The prosecutor, a fisherman,
was in the habit of purchasing large quantities
of salt with which to salt the fish caught, which
he sold in Hongkong. On the 22nd June last,
while the prosecutor's boat was anchored off
So Chau, an island near Deep Bay, the pris-
oners and a number of other men came into sight
in a small boat. A shot was fired—in old
piratical style, at the fishing-boat, and an order
was given to lower the sail. Needless to
say the order was obeyed, and the pirates
boarded the boat, sailed her to some island,
where they landed the crew and disappeared.
The prosecutor, some time later, identified his boat,
and caused prisoners to be arrested. Here also
was the question of identity, but in this case the
labour of the jurors would be easier, as the
prosecutor's job was able to identify the
prisoners, as they were quite close to them when
the raid was made.

Corroborative evidence was heard, after
which the prisoners made statements. They
denied taking any part in the robbery. They
were peaceful people, and as a matter of fact
were not near the place when the robbery was
committed.

The jury, however, found the prisoners
guilty, and sentence of seven years' hard
labour each was passed.

RETURN of visitors to the City Hall Library
and Museum for the week ending the 18th
July, 1909:—

	Library.	Museum.
Non-Chinese.....	379	197
Chinese	241	2,066
Total	620	2,263

We are requested to state that the French
Mail from Europe per s.s. *Ernest Simons* arrived
without a mail from the United Kingdom.
Owing to the non-receipt of the advance Parcel
List from London, the public are informed
that the parcels by the incoming English Mail
will not be ready for delivery until 9 a.m.
on Thursday morning, the 22nd inst.

JAPANESE CONSULATE.

MR. T. FUNATSU PROMOTED.

The news, which has reached Hongkong
through the medium of the *Official Gazette* of
Tokyo, that Mr. T. Funatsu, Vice-Consul for
Japan in the Colony, has been promoted to full
Consul, will be received with very general
satisfaction. Since the departure of Mr.
Tanaka for Seattle, Mr. Funatsu assumed
charge of the Japanese Consulate here—a pos-
ition of no mean responsibility and requiring
considerable energy in the holder to discharge
the multifarious and onerous calls exacted by
social and diplomatic obligations. To state that
Mr. Funatsu has discharged those duties in a
manner highly creditable to himself and with
dignity to the country which he has the honour
to represent, is but to state the commonplace;
for this official by his tact and ability has
earned the confidence of the Government of the
Colony to which he has been accredited, the
respect of his Consular colleagues, and the
esteem of his fellow-countrymen and other
citizens of Hongkong with whom he has come
into contact in business and social relations.
Mr. Funatsu has been largely instrumental in restoring the good
feeling between the Chinese merchant class
and the Japanese in Hongkong since the
unfortunate *contraband* had arisen in con-
nection with the institution of the Japanese
boycott two years ago. It is safe to assert that
at no time has the understanding between the
two communities existed on such an amicable
basis in Hongkong as it is found to be at
present, and this happy condition has been
mainly brought about by the tactfulness of an
official whose worth his own Government has
not been slow to recognize.

Mr. Funatsu's many friends in Hongkong
will extend to him their cordial congratulations
upon his promotion, which does not, happily,
synchronise with his departure from Hong-
kong. In fact, his recent elevation to the rank
of a full consulship may mean Mr. Funatsu's
greater permanence in the Colony.

TYPHOON WARNING.

The telegrams quoted below have been re-
ceived at the American Consulate General from
the Manila Observatory:—July 17, 5.15 p.m.
July 17, 1909, at 5 p.m. Cyclone or typhoon
west of Luzon more than 100 miles distant di-
rection unknown.—July 19, 1 p.m.
July 19 at noon. Cyclone or typhoon over
North China Sea moving W.N.W.

SMUGGLING COOLIES INTO
AUSTRALIA.INTERESTING ACTION IN THE SUPREME
COURT.

Another immigration case came on for hear-
ing before His Honour the Puisne Judge (Mr.
H. J. Gompertz) in the Supreme Court, this
morning. A trader named Cheng Yu Ting, of
6, Wing Wo Street, sued one Hung Kwok Lam,
residing at 312, Queen's Road Central, to re-
cover the sum of \$1,000, money alleged to be
due on a promissory note. There was a coun-
ter-claim to get \$1,000, also alleged to be due
on a promissory note.

Mr. C. G. Alabaster, instructed by Mr. E.
Davidson, of Messrs. Hastings and Hastings,
appeared for the plaintiff. For the defence was
Mr. J. W. Orr, with whom was Mr. Andrew G.
Jackson, of Messrs. Johnson, Stokes and Mas-
ter.

Mr. Alabaster said that his claim was \$1,850
but he abandoned the \$850 so as to bring the
matter within the jurisdiction of the Summary
Court.

Mr. Orr admitted that his client owed plain-
tiff \$1,000, and asked for a "set off." He said
that plaintiff owed defendant \$2,000. By de-
ducting \$1,000 from that debt left plaintiff in-
debted to defendant for the other \$1,000, which
in fact really made defendant the plaintiff.

Mr. Alabaster said his friend could not get a
"set off."

Mr. Orr pursued that he was giving giving
formal notice, and added that the debts were in-
curred for sending coolies to Australia. He was
aware that his friend, Mr. Alabaster, was going
to raise the defence of illegality. If that was
so he (Mr. Orr) was entitled to twenty-four
hours' notice.

His Honour—Are you going to raise that
point?

Mr. Alabaster said he would see as the case
went on.

His Honour—But you must give the other
side notice.

Mr. Orr observed that if the point of illegality
was raised he would raise the point himself.
If his friend intended to do so he would ask
that the case be adjourned.

Mr. Alabaster said he was entitled to raise
that point.

Mr. Orr, opening the case, stated that his
client resided in a boarding-house for seamen,
while the plaintiff, who was out of employment,
made a living by sending coolies to Australia.
Defendant came to know the plaintiff in this
boarding-house, and last November it was ar-
ranged that a number of men should be sent to
Australia by the steamer *Cranley*. The defend-
ant, who was acquainted with all the sailors,
was to arrange with certain people on board the
vessel for the shipment of the coolies. The
arrangement arrived at was that the fares for
the men were to be \$70 a head. Defendant
signed the promissory note for the money, the
condition being that the money was to be paid
only if the coolies succeeded in landing, which
they did not. Some time later five more
men were shipped on board the *Orange Branch*
at the rate of \$80 per head. In this case
the defendant stood guarantee for the money.
This batch was safely landed in Australia, as a
letter was received to that effect, and defendant
was entitled to his money.

Evidence was then called, and his Honour
gave judgment for the plaintiff with costs.
In the counter-claim he rejected the defend-
ant's claim.

Japanese "At Home."

RECEPTION ON BOARD THE
"OTOVA."

JAPANESE AND CHINESE FRATERNIZING.

For the first time in the social history of the
Colony, the reception on board the Japanese
cruiser *Otowa* now in port on Saturday last
inaugurated the breaking away of the barrier
of an old and unjustifiable conservative cus-
tom which permitted of the intermingling of
the West with the East in social intercourse.
The innovation introduced by our Japanese
naval visitors and hosts on Saturday
afternoon is worthy of emulation, and it
is to be hoped that in similar future functions
there will no longer exist any differentiation
which places our much esteemed Chinese
fellow-citizens under any social disabilities.
Rear-Admiral I. Toragaki, the Captains
and Officers of the Imperial Japanese
Third Squadron were "At Home" on
board H.I.J.M.S. *Otowa* on Saturday after-
noon. Several launches conveyed parties of
guests from Queen's Statue wharf to the
warship lying in the stream. The Admiral
and his officers received the visitors as they
arrived, who, after the formal introduction,
proceeded to the quarter deck, which was taste-
fully decorated with coloured bunting for the
occasion. Once on board the guests were
treated with considerable hospitality. Light
refreshments were served from improvised
buffets, and a programme of sports including
obstacle and blind and dumb races indulged
in by the sailors furnished much amusement
to the spectators who watched the proceedings
from the deck. In response to the invitations,
a representative gathering of Chinese mer-
chants attended the reception. The Chinese
guests fraternized with their Japanese hosts
with perfect cordiality.

Capt. P. H. Mitchell-Taylor, A.D.C., repre-
sented His Excellency the Governor, and the
list of invited guests is as follows:—

Colonel C. H. Darling, Hon. Mr. A. M.
Thomson, Mr. C. Clement, Sir Henry Berke-
ley, Hon. Sir C. P. Chater, Hon. Mr. E. A.
Hewitt, Hon. Mr. A. W. and Mrs. Brewin,
Hon. Mr. and Mrs. F. J. Badeley, Hon. Dr.
Ho Kai, M.D., C.M., C.M.G., Hon. Mr. Wei A.
Yuk, C.M.C., Hon. Mr. Stewart, Hon.
Mr. and Mrs. W. J. Gresson, Comman-
der and Mrs. Basil R. H. Taylor, Lieut.
W. B. Beckwith, Hon. Mr. and Mrs. C.
McL. Messer, Sir Francis Piggott, K.T., Mr.
H. J. Gompertz, Mr. and Mrs. J. H. Kemp,
Major A. H. S. Hart-Synott, Captain and Mrs.
Stewart, Colonel and Mrs. Bedford, Colonel and
Mrs. Chamier, Colonel and Mrs. Boyard, Colonel
Dann, Colonel Prior, Commodore, Mrs. and Miss
H. Lyon, Mr. E. C. Blanchflower, Commander H.
Grenfell, Commander and Mrs. M. Penfold,
Deputy Inspector General Mrs. and Miss
H. Tait, Captain and Mrs. Fielder, Mr. and
Mrs. B. A. Hale, Mr. and Mrs. J. P.
Braga, Mr. and Mrs. A. Bellamy Brown, Mr. and
Mrs. G. T. Lloyd, Mr. and Mrs. W. H. Donald,
Mr. and Mrs. Arch. Forbes, Mr. D. R. Law,
Mr. D. W. Craddock, Mr. Wm. Dickson, Mr.
and Mrs. E. G. Barrett, Mr. H. P. White, Mr.
C. S. Gubbay, Mr. and Mrs. J. W. C. Bonnar,
Mr. O. J. Jansen, Mr. W. E. Clark, Mr. R. J.
Macgowan, Mr. and Mrs. J. B. M. Smith,
Mr. and Mrs. G. A. Caldwell, Mr. and Mrs.
E. J. Hughes, Mr. T. F. Hough, Mr. and
Mrs. G. W. Eves, Mr. and Mrs. E. H. Hinds,
Mr. and Mrs. Evan Ormiston, Mr. Robt. She-
wan, Mr. and Mrs. F. F. Nicholson, Mr. J. M.
Beck, Mr. James Craig, Mr. E. A. M. Williams,
Mr. T. Funatsu, Consul for Japan, Messrs.
M. Yagi, S. Kobayashi, Sumi, Shirai, Shimada,
B. Kusumoto, B. Mori, K. Hanaoka, K. Mori,
Yoshikawa, Mr. and Mrs. F. Arima, Hashimoto,
R. Nakagawa, K. Matsuda, K. Doi, D. Toodo,
Hashimoto, T. Takamichi, K. Kikuchi, Suzuki,
Matsuo, Fujita, H. Ohishi, Miyazaki, Haya-
kawa, S. Okumura, T. Matsushima, K. Kubo,
G. Hashimoto, Dr. Majima, Dr. Yonemoto, Dr.
Yamasaki, Messrs. Tsunura, Ochimoto, F.
Matsumoto, J. Yagi, Yera, Ochi, Konagai, Na-
gatsuo, Ho Fook, Ho Kom Tong, Siu Tak Fan,
Chang Shi-kai, Chan Hing-kee, Wong Lai-
chuen, Kwok Yik-ting, Ng Lai Hing, Kan Ting-
hing, Wan Chan-sau, Fung Wan Yu, Au Hong-
po, Chiu On-po, Wong See-chow, Fong Chee-
yuen, Hong Wai-man and Chan Chee-lan.

SIR ROBERT HART.

In the House of Commons on June 24, Mr.
W. Redmond asked the Secretary of State for
Foreign Affairs if he had any information as to
the appointment of a successor to Sir Robert
Hart in China, or whether it was the intention
of Sir Robert Hart to continue in the office.

Sir E. Grey: I understand that Sir Robert
Hart has applied to the Chinese Government
for a year's extension of leave, and for the pre-
sent, therefore, I have no information to give as
regards the appointment of a successor to his
post.

Major Anstruther Gray: Are we to under-
stand that the Chinese Government have
furnished no information as to who is to
succeed Sir Robert Hart, temporarily, I mean,
during his leave?

Sir E. Grey: There is somebody acting, and
he has been acting for a year, while Sir Robert
Hart has been away.

WITH the closing of three-quarters of the
opium shops, the Chinese who have become
addicted to the opium habit are casting about
for a substitute for the drug, says the *N. C. D.
News*. Their choice seems to have fallen on
morphine, as so far the police have discovered
that a number of Chinese by the use of a hypo-
dermic syringe, have been using morphine.
Yesterday (18th inst.) at the Mixed Court two
Chinese named Lien Yung-san, a barber, and Li
King-yang, a coolie, were charged with having
been concerned together in the commission of
an illegal operation, viz. injecting morphine into
each other. Detective Sub-Inspector Vaughan
said that the police were doing all they could to
prevent the spread of the practice. The syringes
and the morphine were found on the accused.
Both were ordered to be imprisoned pending
an investigation as to the names of the abso-
lute who had sold the morphine to the ac-
cused.

A HAUNTED BRIDGE.

STORY OF A HYOGO FIRE GHOST.

In Japan the existence of *Okabe-san* is still
believed in by many. The ghost is supposed to
appear usually as a ball of pale fire which
moves about in the air. Thus the *onibi*, or the
ghostly fire, has become the synonym for evil
spirits. The *onibi* is said to have made its ap-
pearance in Hyogo lately, and thrown several
people into consternation.

Since the floating bridge at Shinkawa,
Hyogo, was converted into a drawbridge, says
a report, several lives have been lost on it.
Quite recently two men were crushed to death
by the railings on the bridge as the two halves
came together. From these accidents the
bridge has now earned the sobriquet of
hikokuri-bashi, or "man-eating bridge." On
damp nights the *onibi* is said often to appear
on the railings of the bridge, and not a few peo-
ple claim personally to have seen it. A couple
of days ago, a labourer named Tsurukichi was
returning home about midnight, when the rain
had just ceased. Whilst crossing the bridge in
the dark, he perceived a pale ball of fire on the
rails, and fled in terror, though he was re-
puted to be brave in other respects. The adventure
has been loudly noised in the neighbourhood,
with the result that few people now venture on
the bridge at night. *Japan Chronicle*.

THE PRATAS ISLAND QUESTION.

DEPARTURE OF COMMISSIONERS.

Mr. Segawa, the Japanese Consul at Canton,
who has been appointed Japanese Commis-
sioner to jointly ascertain with the Chinese
Commissioner the amount of compensation to
be paid to the Japanese settlers on Pratas Island,
left by the Japanese cruiser *Asahi* on Saturday.
Mr. Segawa was accompanied by Mr. Nishi-
zawa, the enterprising promoter of the Japanese
syndicate that has been working the guano de-
posits on the island. Taotai Wei-Han, the
Chinese Commissioner, left for the same des-
tination, by the Chinese gunboat *Hoi Chau*
on Sunday. The Commission of Investigation
expect to remain on the island three or four
days.

SITUATION ON THE ISLAND.

The *Osaka Asahi* credits a person who has
just returned to Tokyo by the *Kasama Maru*
from Pratas Island with the following re-
marks:—

No remarkable change has yet taken place
in the situation on Pratas Island. On March
1st last the Chinese gunboat *Fai-Ying* suddenly
appeared. As usual on such occasions, the
Japanese in the island at once hoisted a Japa-
nese flag to show that the island was a Japanese
possession. The second officer of the gunboat
came ashore, and the representative of Mr.
Nishisawa, who established the business on the
island, inquired the object of the gunboat's
visit. In reply the officer, who was accompa-
nied by an Englishman, said that the gunboat
was on her way from Canton to Manila, and
had called at the island to see what was going
on there. After about an hour's stay the officer
returned to his ship.

On the 10th of the same month the gunboat
Fai-Ying and the cruiser *Hai-Yung* arrived,
and two Chinese civil officials, accompanied by
two Chinese of the merchant type, five other
Chinese, an interpreter, and three Europeans,
visited the office of Mr. Nishisawa and in-
formed Mr. Asanuma Hikocho, the manager, that
they had been sent by the Viceroy of Liang-
kwang to inspect affairs in the island. The
Chinese officials asked the name of the owner
of the business, from what authorities permis-
sion had been obtained to carry on the business,
and who was the manager. Mr. Asanuma re-
plied that the owner of the business was a Ja-
panese, and had a branch office at Keelung, For-
mosa, where a manager was in charge. He
(Mr. Asanuma) knew nothing of the matter and
asked the Chinese officials to go to Keelung and
obtain the information they required.

The Chinese official inquired if permission to
carry on business had been given by the Tokyo
Government or the Formosan Government. Mr.
Asanuma replied that on June 14th last year six
officials of the Formosan Government came to
the island and inspected its situation.

Mr. Asanuma was also asked if he thought
the island was a Japanese possession or belong-
ed to China. He replied that he could not tell,
the business was started in August, 1907, pre-
parations having been made for five or six years
previously. The Chinese officials said that
there must have been a shrine in the island and
asked what had become of it, inquiring also the
nature of the business and its result, after
which they returned to their ships.

The

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI & HONGKONG DOCKS.

REPAIRS TO U. S. T. "WARREN."

AWARD OF CONTRACT.

[From Our Own Correspondent.]

Manila, 17th July, 4.15 p.m.

The Shanghai Dock and Engineering Co., Ltd., has been awarded the contract for repairing the U. S. Transport *Warren*.

The above telegram was received too late on Saturday for the same evening's issue. The Manila contract elicited considerable competition between the China Dock Companies and the Tanjong-Pagar Dock Board in Singapore. On the 13th inst. our Manila correspondent mailed details of the five proposals that had been received by the Chief Quartermaster's Department and which are as follows:—

Bangkok Dock and Engineering Co., Ltd., \$5,740 (gold); completion 12 weeks after delivery of the *Warren* at their docks. New Engineering and Shipbuilding Works (Shanghai), \$19,081 (gold); completion 58 months after delivery of vessel at Shanghai. Takoo Dockyard and Engineering Co., of Hongkong, Ltd., \$9,184 (gold); completion eight months. This firm was presented locally by Messrs. Castle Bros. & Sons. Hongkong and Whampoa Dock Co., Ltd., represented by Messrs. Fiedley & Co., \$38,366 (gold); completion nine weeks. Tanjong Pagar Dock Board of Singapore, \$2,550 (gold); completion six months.

NAVAL BASES.

A TOUR OF INSPECTION.

[By courtesy of the "Sheung Po."] Peking, 18th July.

Admiral Suh will leave Peking on a tour of inspection of the naval bases. The first Province he will proceed to is Canton.

NAVAL APPOINTMENT.

PRINCE SHU DECLINES.

[By courtesy of the "Sheung Po."] Peking, 18th July.

The Prince Regent has appointed Prince Shu to assume charge of the Navy, but Prince Shu has declined the appointment, which has to be given to some other official.

VICEROY TUAN FANG.

HIS IMPEACHMENT.

[By courtesy of the "Sheung Po."] Peking, 18th July.

In a recent telegram it was stated that Censor Wu Shi-king preferred twelve charges against Viceroy Tuan Fang.

It has now been ascertained that the allegations amount to forty-eight in number.

The memorial has been shelved.

Later.

H.E. Tieh Liang, president of the Ministry of War, has personally denounced Tuan Fang in very strong terms.

DEPARTURE FROM SHANGHAI.

Shanghai, 18th July.

Viceroy Tuan Fang left on the 17th inst. by the cruiser *Hoi-ke*.

MANAGEMENT OF RAILWAYS.

APPOINTMENT OF DIRECTORS.

[By courtesy of the "Sheung Po."] Peking, 18th July.

The Ministry of Posts and Communications has submitted a memorial to the effect that all railways managed by the people shall be protected by the local authorities; but the appointment of directors and assistant directors shall be subject to the approval of Government officials.

LI TAK SHUN.

PROPERTY SEIZED.

[By courtesy of the "Sheung Po."] Peking, 18th July.

The Treasurer, Provincial Judge, and Salt Commissioner of Chihli held a joint investigation into the alleged misconduct of Li Tak-shun and having obtained proofs of Li Tak-shun's guilt, they have ordered his property to be seized and sealed up.

PRINCE CHEN.

ARRIVAL AT TIENTSIN.

[By courtesy of the "Sheung Po."] Peking, 18th July.

Prince Chen arrived at Tientsin on the 17th inst. en route for Peking.

A NEW SOLICITOR.

ADMITTED TO PRACTICE IN HONGKONG.

Before the business of the Criminal Sessions was started this morning, Sir Henry Berkeley, K.C. (Acting Attorney-General), moved that Mr. William Blakestone Hind be admitted to practice as a solicitor in Hongkong. Counsel stated that the papers had been filed and were in order, the gentleman having already been admitted in the Court of England.

Sir Francis Piggott (Chief Justice) said that he found the papers in order and wished Mr. Hind success.

The new solicitor bowed his acknowledgment, and left the Court.

MYSTERIOUS FISHERMEN.

A ROMANCE OF THE SEA.

The O. N. S. *Tamini*, which arrived here yesterday, reports the *N. C. D. News* of 14th inst. brought up three mysterious passengers. When she met the pilot boat outside she was asked to take on board three dark-skinned fishermen who had been handed over to the care of the pilots by a Chinese fishing junk. All that could be learnt of their history was that they were found in a canoe, in an emaciated condition, by a Chinese junk off Chusan. They were taken to the island, given food and shelter until they had sufficiently recovered to renew their voyage, and then brought to the mouth of the Yangtze and given into the care of the pilot boat. No one on board the latter, or indeed on the *Tamini*, could understand a word of the castaways' language.

As soon as the *Tamini* arrived in Shanghai the River Police were informed and Inspector Mellows went on board to take charge of the men. With their two boxes they were taken on to the police launch, and thence to the bulk, where their effects were examined to ascertain if possible where the men had come from. The search, however, revealed no definite clue. The boxes contained a heterogeneous collection of clothing some of which was probably the gift of Chinese fishermen, a loaf of bread, some eggs, cigars, tobacco, matches, and a quantity of fishing gear. Several fishing hooks beautifully fashioned from mother-of-pearl, and there, and a quantity of twine and steel hooks showed that the mysterious strangers were fishermen by craft. Other articles found in the boxes included some primitive knives, pouches of woven grass, a necklace of coral beads, a loin-cloth embroidered with coral, and a woven grass mat. There was also a bamboo covered with mysterious characters.

The men still looked somewhat emaciated as the result of their recent experiences, and they were docile and silent. They presented a curious appearance in the shirts and trousers which had been given to them on board the *Tamini*. They are of short stature, almost black complexion, with curly matted hair, crushed noses flat at the base, and thick lips. One of the three is evidently much older than the other two. He has a curly beard and his arms and shins are covered with tattoo marks. The other two are young men, with smooth chins, and curly hair. All of them wear earrings of coral and beads, inserted in a large puncture through the lower part of the ear. One of the younger men wears a necklace of coral and beads.

How these mysterious fishermen came to be so far out at sea in their frail canoe is a mystery. Until it has been found possible to communicate with them in some tongue which they can understand their nationality will be a matter of conjecture. It is quite possible that they may belong to one of the uncivilized tribes of the Philippines. In some respects they answer to published descriptions of the Aetas, but they also have several of the characteristics of the Malay negroes. Their canoe was not brought up to Shanghai, so that it is impossible to give a description of it. What will be done with the men eventually is not known. At present they are being cared for on the Police Hulk, and for this yesterday they were given rice and sardines, instructions being given by Inspector Mellows to give them the latter without showing them the tin, lest they should not realize that they were fish.

Inquiries were made yesterday regarding the three fishermen who were brought to Shanghai by the C. M. S. *Tamini*. As it was thought that they came from Yap or Guam, two local residents who had spent some time at cable stations at these places, spoke to the newcomers, but it was very soon apparent that the strangers had not come from either of these islands. A map was produced, and various places were mentioned to them, including Saipan. Immediately Saipan was mentioned the three at once indicated that this was the locality they had drifted from. Saipan is in Chamorro, a German possession in the South Sea Islands. The German Consular authorities have accordingly decided to send the men back to their native land and they will leave Shanghai for Hongkong in a few days, where they will be placed on the outgoing steamer bound for Saipan. No boat will be leaving Hongkong for about a month so in the meantime the three fishermen will be looked after by the Hongkong German Consular authorities. Had the fishermen arrived a few days earlier their nationality would have been at once discovered, as Professor Fuelleborn, a member of the German Scientific Expedition that toured the South Sea Islands, was in Shanghai en route to Peking. It is thought that he would have been able to tell the tribe to which they belonged, by the formation of their heads and the earrings, etc., which they wore. It was stated yesterday that the Chusan fishermen who picked the drifting fishermen up told the pilot that originally there were five men in the canoe, but two of them had died from exposure. This information was transmitted to the Chin. fishermen by signs. The canoe was abandoned because it was in a very dilapidated condition when the men were picked up. In the meantime the strangers are being housed on the River Police bulk.

DR. OKADA ON CHINESE CODE.

Dr. Okada, legal adviser of the Chinese Government, who returned to Tokyo on the 3rd inst. on furlough, interviewed by a press representative has made the following statement:—

China is now busily engaged in the arrangement preparatory to the introduction of constitutional government. The Prince Regent is paying attention with great earnestness to the establishment of the new regime and the provincial governors, too, are eagerly taking to the investigation of the subject. The Prince Regent is also making a close investigation about the unification of the monetary system. Of the latter subject Mr. Chien Chung-chih, of the Ministry of Finance, is in charge of the investigation work. I know nothing about the condition of the making of the Chinese Imperial Constitution because I am not connected with the work. As regards the code compilation work I am connected with, the criminal code has been already completed and those concerned are at present examining the opinions sent by the provincial governors. The judicial law has also been completed and been submitted to the consideration of the constitution compilation committee while the police regulations have already been promulgated and are in force. The criminal procedure code is in the course of drafting and the commercial code and civil procedure code are also being drafted, the one by Dr. Shinda and the other by Mr. Matsuo. The civil code is to be drafted by Mr. Matsuo on the completion of the civil procedure law. The date of above laws coming into force was prefixed at next year but it is likely to be postponed for some time. These several codes compiled under my supervision are in the main based on the spirit of Japanese laws, but there exists some difference in their aspect towards the Chinese laws and Japanese. Particulars about these matters will be made public shortly.

Dr. Okada has brought back several thousands of the old rare curios collected in China. Among them there are about a hundred small statues of gold and copper made in the period as old as the six dynasties (Rikuchō) namely, Wu, East, Hsin, Tang, Chi, Liang, and Chen, and Sui and Tang down to Ming dynasty. Some of them are of rare value the like of which is seldom found in this country. —*Japan Times*

THE FIRING ON THE S.S. "WOODBURN."

A PILOT'S MISUNDERSTANDING.

St. Petersburg, June 20.

Full details of the *Woodburn* incident were courteously communicated by Admiral Voievodsky on his return yesterday, and clearly show that the entire responsibility rests with the Finnish pilot, who, disregarding repeated signals, steered direct for the Imperial yacht. The Russian authorities declare that the captain of the *Woodburn* was in no wise to blame. On the other hand, the special regulations regarding warship anchorage issued here last winter and published by the Board of Trade fully warrant the action of the Russian officers.

Sir Arthur Nicolson was immediately informed of the circumstances of the case, and as they satisfactorily demonstrated that no injury had been done to British interests, the Ambassador did not postpone his departure for London yesterday. The Embassy is in temporary charge of Mr. Garnett pending the return of Mr. O. Beirne.

THE FACTS OF THE CASE.

Briefly the facts of the *Woodburn* case are as follows:—The *Standard* and her attendant warships were anchored in the Pitkanpass roadstead off Hlynko. About 7 o'clock on the evening of the 16th inst. a large steamer was observed heading from the mainland for the anchorage. Torpedo-boat 222, on guard duty, intercepted the ship and warned her to hug the shore, so as to pass outside the lines in conformity with the above-mentioned regulations. The warning was disregarded. Three blank shots also proved unavailing. The torpedo-boat then sent a shell over the steamer. The latter swerved, but again resumed her course towards the *Standard*. The destroyer *Emir-Bakhareff*, anchored near the yacht, now fired a blank shot. The steamer still continued on her course, whereupon the destroyer sent a 75 millimetre shell near the base of her smoke-stack. The *Woodburn* turned and steamed away.

The Tsar's flag captain ordered her to be overhauled in order to ascertain the damage done. It was found the projectile had pierced the chimney and had smashed the auxiliary steam-pipe. A splinter struck a fireman, causing a deep flesh wound to the thigh. The man was conveyed to one of the warships, and his wound was dressed. Meanwhile the Imperial party, who at first thought the firing was merely a salute, were informed of the facts. The Tsar inquired about the fireman's wound, personally directed that he should be taken to hospital, and sent him a present of 200 roubles (400). The fireman, a man named Coyne, was conveyed to Viborg in a torpedo-boat. He is rapidly recovering.

The captain of the *Woodburn* behaved, according to the Russian officers, with the greatest calmness. He has confirmed the statement that the pilot was heading straight for the *Standard*, but as his vessel was in the pilot's charge he (the captain) was unable to change the course. The Finnish pilot had explained that the main channel lay near the *Standard's* anchorage, and that he was unable to hug the shore owing to the *Woodburn's* draught. The explanation is unsatisfactory, inasmuch as he should have stopped in obedience to the signals.

The telegrams from London recording the calm attitude of the English Press cause great satisfaction here in view of the misleading character of the earlier reports and the delay in providing official explanations. The delay, however, is easily explained by the absence of the Minister of Marine and the arrival of the Emperor William on the following day, when the wireless telegraph was placed at the disposal of the visitors.

MANSLAUGHTER.

JEALOUS COOLIE SENT TO GAOL.

The July Criminal Sessions opened before the Chief Justice (Sir Francis Piggott) in the Supreme Court this morning, the first case to be tried being that of manslaughter in which a coolie named Kwok Yau was accused of slaying a cook named Li Luk, at Yau-ma-tei, some time in June last.

Sir Henry Berkeley, K.C. (Acting Attorney-General), with whom was Mr. H. L. Denny, J.C., of the Crown Solicitor's office, appeared for the prosecution. The defendant, who was undefended, pleaded not guilty to the indictment. The juryman empanelled were:—Messrs. Robert Miller (foreman), James Dickie, A. C. Botelho, C. F. Bird, George Duncan, W. G. Goggin, and Francis Gomes.

Counsel for the prosecution said that the defendant was accused of taking the life of another man named Li Luk, who was employed as a cook in a brothel in Woosung Street, Yau-ma-tei. The facts of the case, he said, were short and simple, and the question then was that of identification—whether the jury believed that the person who inflicted the wound, which undoubtedly caused the death of the cook, was really the defendant. Witnesses, he added, would be called and they would say that it was the prisoner who stabbed deceased in the left breast. The object of the prisoner was to assault and beat the deceased. The evidence would go to show that previous to the stabbing deceased and prisoner had had a quarrel. During the attack deceased was thrown to the ground. He was held by the queue and prisoner plunged the knife into his body. After a while deceased got up and went home, taking with him the knife used by the prisoner. The matter was then reported to the police, and deceased was requested to go to hospital. He, however, refused, and as a result blood poisoning set in and he died in a short time.

The most important witness for the Crown was a woman of the under-world in whose employment was the deceased. She stated the motive for the attack on the cook. One night, she said, prisoner called at her house and his manner was very obnoxious. The deceased was present at the time, and he ordered the man out of the house. A few nights later the deceased came home bleeding and carrying a knife in his hand. When he entered the house, he said to witness that he had been stabbed and did not expect to live. She reported the affair to the police and Sergeant Macdonald visited the house. He rendered first aid and advised the man to go to hospital, but he would not.

Other witnesses were called, each of whom swore that prisoner was the man who stabbed the deceased. Police evidence having been called, witnesses for the defence were heard. A stove-maker, who employed the prisoner, was called, and asked whether it was a fact that prisoner did not leave the shop on the night in question.

"I can state positively that he did not leave the shop during the day. But after work is finished and there is nothing to do, they go rambling about, and I would not like to say that he did not go out on that night," was the answer.

The prisoner said that he was a stove-maker. After he finished his work he usually went to bed, as he was so tired. Strolling about was, therefore, out of the question. Only men of money could afford to go strolling. Where could he get the money to purchase a knife? If he had the money he would not throw it away to purchase a knife; he would buy something to eat or some new clothes instead. Why should he stab a man he did not know? The witnesses for the Crown were in the employment of the woman, they were in the pay of the woman, and they were brought to Court to condemn him.

The jury found the prisoner guilty unanimously, and his Lordship passed sentence of two years' hard labour.

HONGKONG WATER POLO SHIELD COMPETITION.

SECOND ROUND.

BUFFS VS 83RD COY R.G.A.

Saturday's Water Polo Match between the 83rd Coy. Royal Garrison Artillery and the Buffs, proved an easy thing for the latter from start to finish. The Artillerymen never seemed inclined to mark their men and allowed them to score 13 goals to their one. Private Cloke of the Buffs played a capital game for the winners, and most of the goals recorded were scored by him.

The following represented the 83rd and Buffs:—

Buffs:—Cloke, Smith, Stiff, McMahon, Burke, Vincor and Barrand.
83rd Coy:—Nash, Ripley, Robinson, Green, Sile, Tarrington and Baldwin.

LEAGUE TABLE.

Played.	Won.	Lost.	Drawn.	Points.
C. Y. C.	2	2	0	4
V. R. C.	2	2	0	4
Buffs	2	2	0	4
L. R. C.	2	1	1	3
R. E.	1	1	0	2
B. O. C.	1	0	1	0
83rd Coy, R.G.A.	1	0	2	0
87th Coy, R.G.A.	2	0	2	0
88th Coy, R.G.A.	2	0	2	0

It is stated in a Chinese paper that an application has been made to the Shanghai Tientsin suggesting that an Associated Banks Lottery should be started to pay off the outstanding liability of the recently closed Hsin Yi Bank in deposits and distributed notes. The application states that unless the liabilities of the bank in question are discharged, the debt will adversely affect confidence in Chinese banks.

Today's Advertisements.

FROM EUROPE.

THE H. A. L. Steamship

"SAXONIA."

Captain Bahle, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods, from alongside.

Optional Cargo will be forwarded, unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns; and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 19th July, 1909. [541]

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasure are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 26th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 26th July, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 26th July, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Agent.

Hongkong, 19th July, 1909. [542]

CANTON DAY BY DAY.

THE PRATAS ISLAND.

[From Our Own Correspondent.] Canton, 17th July.

Taotai Wei Han, by order of the Viceroy, proceeded on the 16th instant on board the French steamer *Paul Reau* for Hongkong, where he will embark on the following day on board the gunboat *Hot Chau*, for the Pratas Islands with a view to ascertaining the amount of capital spent by the Japanese settlers in the islands for the development of the land and to assess the compensation to be paid by China.

LIKIN COLLECTION.

The collection of Likin dues in Canton during the last ten days of the 5th moon, as reported by the Likin officials to the Viceroy, amounted to 70,181.98 taels, being nearly 20,000 taels in excess of the amount collected in the preceding ten days.

KWANGCHOW BRIGADIER-GENERAL.

Li Mung Yui has taken over the seat of office as Brigadier-General of Kwangchow to-day in succession to Wu Ling Shun, who will proceed to Nanking with H.E. Chang Jen Chun.

H.E. CHANG JEN CHUN'S NEW APPOINTMENT.

Taotai Lau Lin Sui, a director of the Canton Government Cement and Brick Factory, is about to relinquish his position to enable him to go with H.E. Chang Jen Chun to Nanking for service.

GOOD RICE CROP.

In spite of the disastrous floods during the last month in the surrounding districts of Canton, the first rice crop of this year has now turned out somewhat satisfactory and the price of the staple commodity is about \$2.40 a picul at the Chun Tsin Rice Market.

THE NEW CANTON VICEROY.

As the Viceroy-designate of the Liang Kwang provinces, H. E. Yuan Shun, is about to come to the Southern Capital to take up his new appointment the Canton officials have arranged a reception delegation to be despatched to Shanghai to meet H. E. Yuan, who is expected to arrive here in the course of three weeks or so.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Catharine Ahear*) 20th inst.
English (*Dalh*) 21st inst. to 10 a.m.
American (*Memphria*) 23rd inst.
Indian (*Kusang*) 25th inst.
Indian (*Kusang*) 26th inst.

The T. K. K. s.s. *Tonyo Maru* arrived at San Francisco on 17th inst.
The s.s. *Rubi* left Manila on 17th inst., and is due here on 19th inst., at 6 p.m.

The N. Y. K. s.s. *Ceylon Maru*, Bombay Line, left Moji for this port on 18th inst., and is expected here on 26th inst.

The N. Y. K. s.s. *Kamo Maru*, European Line, left Kobe for this port via Moji, Tientsin and Shanghai on 17th inst., and is expected here on 28th inst.

The C. P. R. Co.'s s.s. *Monteagle* arrived at Keelung at 8 a.m., on 17th inst., and left again at 4 p.m., same day, for Shanghai, where she is due to arrive at 5 a.m., on 19th inst.

The Ministry of Agriculture, Industry and Commerce intends again to send a Deputy Vice-President and a Councillor of the Ministry to the South Pacific Islands on a mission to improve relations between the Chinese colonists and the local Government.

Intimations.

THE DAIRY FARM Co., LIMITED.

Choice Australian

RABBITS

75 cents each

HARES

\$1 50 each.

Hongkong, 17th July, 1909.

[580]

PILSENER

"ASAHI"

AND

"SAPPORO"

BEER.

LIGHT AND REFRESHING SUMMER BEVERAGE.

OBTAINABLE AT—

Messrs. CALDBECK MCGREGOR & CO.

H. PRICE & CO.

A. S. WATSON & Co., Ltd.

VICTORIA DISPENSARY.

WATKINS, LTD.

FRENCH STORE.

KOWLOON DISPENSARY

AND

EVERYWHERE.

SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

[471]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,350,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)

THE TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 19th March, 1909. [472]

PEK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	7.10 a.m.	7.20 a.m.	7.30 a.m.	7.40 a.m.	7.50 a.m.	8.00 a.m.	8.10 a.m.	8.20 a.m.	8.30 a.m.	8.40 a.m.	8.50 a.m.	9.00 a.m.	9.10 a.m.	9.20 a.m.	9.30 a.m.	9.40 a.m.	9.50 a.m.	10.00 a.m.	1
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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" SATURDAY, JULY 24TH.	ALLAN LINE FRIDAY, AUG. 20TH.
"EMPRESS OF JAPAN" SATURDAY, AUG. 14TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 10TH.
"EMPRESS OF CHINA" SATURDAY, SEPT. 4TH.	"ALLAN LINE" FRIDAY, OCT. 1ST.
"MONTEAGLE" SATURDAY, SEPT. 18TH.	

"Empress" Steamers will depart from Hongkong at 6 p.m. "Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 443.

Via New York 445.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. W. GIBBS & CO., Ltd., General Managers, 11, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	"HANGSANG"	TUESDAY, 20th July, Noon.
S'PORE, SAMARANG & SOERABAYA	"ONSANG"	WEDNESDAY, 21st July, 4 P.M.
TIENTSIN, WEIHAWEI & C'FOO	"CHEONGSHING"	WEDNESDAY, 21st July, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 23rd July, 4 P.M.
SANDAKAN	"MAUSANG"	SATURDAY, 24th July, Noon.
SHANGHAI, YOKOHAMA, KOBE	"KUTSANG"	FRIDAY, 30th July, Noon.
& MOI		
MANILA	"YUENSANG"	FRIDAY, 30th July, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	"NAMSANG"	TUESDAY, 3rd Aug., Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days). The steamers "Kutsang," "Namsang" and "Yuensang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze River, Shanghai, Tientsin & Newchwang. Taking Cargo on through Bills of Lading to Kuantan, Labad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail.
MANILA	"TEAN"	20th July, 1 P.M.
SHANGHAI	"CHIN HUA"	22nd " 4 P.M.
HOIHOW, PAKHOI & HAIPHONG	"SINGAN"	23rd " 9 A.M.
QEBU & ILOILO	"SUNG KIANG"	23rd " 4 P.M.
SHANGHAI	"CHENAN"	25th " Daylight.
MANILA	"TAMING"	28th " 4 P.M.
WEIHAWEI, CHEFOO & TIENSIN	"HUICHOW"	28th " "
SHANGHAI	"ANHUI"	30th " "
SHANGHAI	"LINAN"	31st " Daylight.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

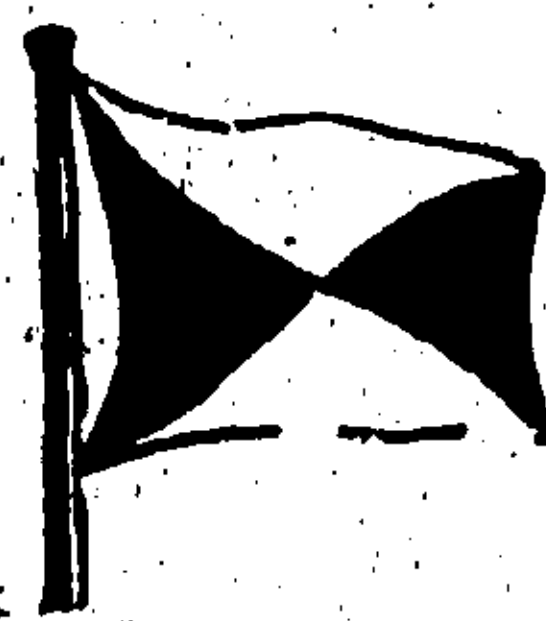
FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chihuan), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36. Hongkong, 17th July, 1909.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	1540	R. W. Almond	MANILA	SATURDAY, 24th July, at Noon.
ZAFIRO	1540	R. Rodger	"	SATURDAY, 31st July, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 17th July, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU 5,000 tons gross Sail 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU 5,000 " " 26th Oct., 1909, at Noon.
S.S. MANSHU MARU 5,000 " " 10th Dec., 1909, at Noon.

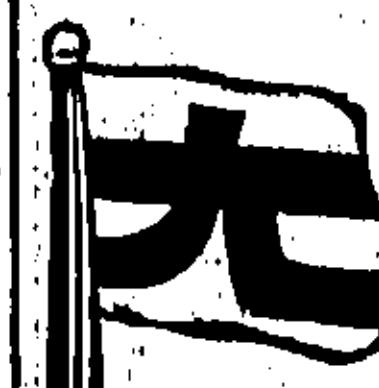
For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 28th June, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES: PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO.	"FITZPATRICK"	4,416	SATURDAY, 31st July, at 10 A.M.
HAMA	"SEATTLE MARU"	6,178	28th Aug.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
ANPING & SWATOW & AMOY	"SOSHU MARU"	THURSDAY, 22nd July, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"BUJUN MARU"	THURSDAY, 22nd July, at 10 A.M.
SWATOW, AMOY & TAMSUI	"DAIJIN MARU"	SUNDAY, 25th July, at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOJUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 19th July, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAWACHI MARU, Capt. H. Petersen, Tons 6500	WEDNESDAY, 21st July, at Daylight.
VICTORIA, B.C. & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA	SANUKI MARU, Capt. K. Homma, Tons 6500	WEDNESDAY, 4th Aug., at Daylight.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	AKI MARU, Capt. K. Sato, Tons 7000	TUESDAY, 20th July, at 4 P.M.
SHANGHAI, MOJI AND KOBE AND YOKOHAMA	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 17th Aug., at 4 P.M.
YAWATA MARU, Capt. T. Bekino, Tons 5000		FRIDAY, 6th Aug., at Noon.
NIKKO MARU, Capt. M. Yagi, Tons 6000		FRIDAY, 3rd Sept., at Noon.
MOYORI MARU, Capt. J. C. Richards, Tons 4000		WEDNESDAY, 28th July.
INABA MARU, Capt. R. Takeda, Tons 6500		FRIDAY, 23rd July, at 5 P.M.
NIKKO MARU, Capt. M. Yagi, Tons 6000		WEDNESDAY, 4th Aug., at Noon.
ATSUTA MARU, Capt. Wm. Thompson, Tons 9000		FRIDAY, 30th July, at 5 P.M.
CEYLON MARU, Capt. Fred. Pyne, Tons 6000		MONDAY, 26th July.

* Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

The Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Kamo Maru	(Capt. F. L. Sommer)	About Wednesday, 28th July.
Mishima Maru	(Capt. A. E. Moses)	About Wednesday, 25th August.
Atsuta Maru	(Capt. W. Thompson)	About Wednesday, 2nd September.
Miyasaka Maru	(Capt. W. Bainbridge)	About Wednesday, 20th October.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS

BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

1st Class	2nd Class	3rd Class	4th Class
YOKOHAMA RETURN, KOBE RETURN, MOJI RETURN, NAGASAKI RETURN.	\$120	\$110	\$100
	\$80	\$70	\$60

Option of rail between calling ports in Japan.

For further particulars, apply to T. KUSUMOTO, Manager.

Hongkong, 19th July, 1909.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA"

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 24th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's R.M.S. *Moltke*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arcton*, due in London on 1st September, 1909.

Parcels will be received at this Office until 3 p.m. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HERWETT, Superintendent.

Hongkong, 10th July, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"

Captain McArthur, will be despatched as above on WEDNESDAY, the 21st July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th June, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG VIA VANCOUVER B.C., TACOMA & SEATTLE

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

* *Kametic* 6,232 J. Mathes 1909

* *Aymoric* 4,963 J. Boyd 29th Aug.

* *Savonic* 6,232 S. Shotton 23rd Sept.

* These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 12th July, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With liberty to call at the Malabar Coast).

THE Steamship "WELSH PRINCE" will be despatched for the above Ports on TUESDAY, the 10th August, 1909.

For Freight and Passage, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 30th June, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship "SEGURA" Captain Hayes, will be despatched as above on or about 24th July.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in staterooms. Doctor and Stewardess are carried. Fare to London £15.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 20th July, 1909.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"JAPAN"

Capt. J. G. Ollent, will be despatched for the above Ports TO-MORROW, the 20th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 19th July, 1909.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR"

Captain S. H. Bolton, will be despatched for the above Ports TO-MORROW, the 20th instant, at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN (Occupying 24 days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 19th July, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"CARMARTHENSHIRE"

will be despatched as above on or about the 20th instant.

The attention of passengers is directed to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with electric fans in staterooms and refrigerating machinery. A Doctor and Stewardess are carried.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 3rd July, 1909.

CHARGEURS REUNIS (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship "AMIRAL FOURICHON" will be despatched for SAN FRANCISCO and other above destinations on or about the 20th July, 1909.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 28th May, 1909.

"INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "INDRAWADI" Captain W. Gray-Williams, will be despatched as above about 21st August.

For Freight, apply to JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 14th July, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK: S.S. "MUNCASTER CASTLE" 31st Aug.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 15th July, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers "KWONG TUNG" Capt. E. W. WALKER.

"KWONG SAI" Capt. E. S. UOWE. Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong at 1:30 every evening (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey—\$4.10. Meals—\$1.25 each.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$1,000,354	Final of 2 1/2 and bonus of 5/- for 1908 @ ex 1/8 = \$36.024	\$390 buyers (London \$21.10)
National Bank of China, Limited	99,925	£7	£6	\$4,000 \$150,000	\$10,123	\$2 (London 3/5) for 1903	\$55 buyers
MARINE INSURANCE.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$1,500,000 \$1,500,000	nada	\$14 for 1907	\$195 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 50,747 Tls. 118,257	Tls. 160,511	Interim of 7/6 for 1908	Tls. 114 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$2,454,031	Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	\$82 1/2
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$1,000,000 \$1,000,000	17 7.637	\$12 and bonus \$3 for 1907	\$235
FIRE INSURANCE.							
China Fire Insurance Company, Limited	0,000	\$100	\$30	\$1,000,000 \$1,000,000 \$1,000,000	\$375,341	\$6 and bonus \$2 for 1907	\$116 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,000,000	1558,711	\$27 for 1907	\$347 1/2 ea. and b.
SHIPPING.							
China and Manila Steamship Company, Limited	10,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	51,015	\$1 for 1906	\$10 sellers
Donghai Steamship Company, Limited	10,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	NIL	2 1/2 for year ending 30.6.1908	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	\$20,279	Final of 1 1/2 making \$2 1/2 for 1908	\$32 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preference)	60,000	£5	£5	\$1,000,000 \$1,000,000 \$1,000,000	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/10 = 53.154	\$66
Shanghai Tag and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000 Tls. 75,000 Tls. 75,000	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908	Tls. 51
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000	£62,817	Final of 2/- for 1908 and interim of 1/- for a/c 1909	Tls. 52
Star Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$3,121	{ \$1.00 for year ending 10.4.1909 @ 30.50	\$26
Take Tag and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 75,000 Tls. 75,000 Tls. 75,000	Tls. 2,215	Final of Tls. 1 1/2 making Tls. 2 1/2 for 1908	Tls. 45 buyers
REFINERIES.							
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$5,858	\$5 for year ending 31.12.08	\$137 1/2 sales
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$15,833	\$3 for 1897	\$15
Parak Sugar Cultivation Company, Limited	7,000	Tls. 10	Tls. 10	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 1,173	Tls. 3 1/2 for year ending 31.8.08	Tls. 255 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£175,000 £175,000 £175,000	£11,555	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	Tls. 18 1/2 b.
Robt Australian Gold Mining Company, Limited	50,000	£1	£1	£175,000 £175,000 £175,000	Dr. £2,191	No. 12 of 1/- = 48 cents	\$81 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$7,481	\$1.75 for year ending 31.12.06	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$50,108	Final of \$1 1/2 making \$3 1/2 for 1907	\$57 1/2 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$187,078	Final of \$4 making \$8 for 1908	\$67 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 6,16	Final of Tls. 2 1/2 for year ending 31.4.09	Tls. 77 buyers
Shanghai and Hongkew Wharf Company, Limited	30,000	Tls. 100	Tls. 100	Tls. 600,000 Tls. 600,000 Tls. 600,000	Tls. 21,818	Final of Tls. 6 making Tls. 10 for 1908	Tls. 150
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 35,000 Tls. 35,000 Tls. 35,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	Tls. 104 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	Dr. 4,130	\$2 1/2 for year ending 30.6.07	\$19
Central Stores, Limited	50,183	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	\$24,611	\$1.20 on old and 60 cents on first new issue.	\$71 1/2 ea. and b.
Hongkong Hotel Company, Limited	14,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$295	Final of \$3 making \$6 for 1908	\$13 1/2 new
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$26,476	Final of \$3 1/2 making \$7 for 1908	\$94 buyers
Hempshy Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$5,486	60 cents for 1908	\$30
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$278	\$1 1/2 for 1908	\$122 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,123,045 Tls. 1,123,045 Tls. 1,123,045	Tls. 122,404	Final of Tls. 3 and bonus of Tls. 3 making Tls. 6 for 1908	\$46 1/2
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$1,068	Final of \$2 making \$4 for 1908	Tls. 135 1/2 sales
COTTON MILLS.							
Kwo Jettan Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 150,000 Tls. 150,000	\$8,880	Tls. 5 for year ended 31.10.1908	\$81 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 45,939 Tls. 45,939 Tls. 45,939	\$9,551	50 cents for year ending 31.7.08	Tls. 92 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 7 1/2	Tls. 7 1/2	Tls. 175,000 Tls. 175,000 Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	Tls. 111 buyers
Lao-kong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 800,000 Tls. 800,000	Tls. 4,829	Tls. 4 for 1908	Tls. 400 buyers
Say Choo Cotton Spinning Company, Limited	7,000	Tls. 100	Tls. 100	Tls. 700,000 Tls. 700,000 Tls. 700,000	Tls. 15,911	Tls. 50 for 1906	
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	\$1,500 \$1,500 \$1,500	£648	1/10th per share for 1907 = 1.037	\$10 1/2
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$1,000,000 \$1,000,000	NIL	\$1.20 or 1908	\$13 1/2
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$55,138	50 cents for year ended 28.2.06	\$6.85 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$3,497	80 cents for 1908	\$9.60
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000,000 \$1,000,000 \$1,000,000	\$48	\$1.30 for year ending 31.7.08	\$16 1/2
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$3,750	Final of 50 cents making 90 cents for 1908	\$10
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$3,000	80 cents for year ending 31.12.08	\$12
Hall & Holt, Limited	21,000	\$20	\$20	\$1,000,000 \$1,000,000 \$1,000,000	\$8,957	\$2 for year ending 29.2.09	\$23
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$5,195	\$1 and bonus 20 cts. for year ending 29.2.09	\$20 1/2 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$7,616	Final of \$15 per share making \$19 for 1908	\$25
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$8,790	Final of \$1 per share making \$1 for 1908	\$12 1/2
Maatschappij tot Mijn. Bosch en Landbouwk. exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 57,700 Tls. 57,700 Tls. 57,700	Tls. 116,682	and Quarterly div. of Tls. 12 1/2 for account 1909	Tls. 1,000 s.
Peak Tramways Company, Limited	85,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$2,304	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	\$14 buyers
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,640	None	\$11
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 6,603	Final of Tls. 4 making Tls. 7 1/2 for 1907	Tls. 110 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,830 Tls. 24,830 Tls. 24,830	Tls. 5,350	Final of Tls. 5 making Tls. 8 for 1908	Tls. 108 1/2 s.
Shanghai Waterworks Company, Limited	18,850	£20	£20	Tls. 220,000 Tls. 220,000 Tls. 220,000	Tls. 25,098	Final of 3/- making 46/- for 1908	Tls. 415 buyers
South China Morning Post, Limited	6,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$56,602	None	\$22
Steam Laundry Company, Limited	20,000	\$5	\$5	\$1,000,000 \$1,000,000 \$1,000,000	\$236	40 cents for year ending 31.5.08	\$5 1/2 buyers
Tientsin Waterworks Company, Limited	3,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 15,295 Tls. 15,295	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	Tls. 94 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	Tls. 4,000 Tls. 4,000 Tls. 4,000	\$172	80 cents for year ending 31.12.08	\$12 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,350	80 cents on 9,900 ord. shares and \$12.50 on 100 Founders shares for yr. end. 31.5.07	\$8.70
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$2,613	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	\$4 sellers
William Powell, Limited	15,000	\$7	\$7	\$1,000,000 \$1,000,000 \$1,000,000	\$1,035		

* These shares are entitled to half of the profits.

Intimations.

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"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

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This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incident to the wear and tear and haste of modern life. Sleeplessness, tremblings, palpitations, nervous depression, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden starting, dizziness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysterical, painful periods, backache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, invigorates the system, restores the failing energies, and imparts new life and vigour to what had so recently seemed worn out and "used up," and restores.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poverty, impurity, or other impurities of the blood from whatever cause arising. No sooner is it introduced into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, and restoring the blood to its normal state. It is a powerful purifier, and its effects are almost magical in the treatment of gonorrhea, rheumatism, sciatica, lumbago, pains and swellings of the joints, erysipelas, erythema, eczema, lepra, psoriasis, bed sores, and all other skin diseases, which it cures by its action on the blood. It improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption.

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually made of their own manufacture), for the sake of extra profit. Price in England, 2/6. Every genuine bottle of these medicines bears the British Government Stamp with the words "VETARZO REMEDIES," and is surrounded by a red border, on a red ground, by direction of His Majesty's Hon. Commissioners. Registered Trade Mark "VETARZO." Legal proceedings will be taken against persons pirating.

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HONGKONG, 104, March, 1909.

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